

SOUTH PRODUCTION NOTES

**December 17, 2013
Day Shift**

**BASF EMPLOYEES
163 Last Recordable
182 Last Lost Time**

Building 16 (alumina gel) and building 9 have been deregulated

#1 MED Al-5637: Instructions provided on Monday to make 8 additional batches with recipe adjustments.

#1 RC / Al-5637: Finished cleaning for Al-5637. Syntron installed and calciner ready.
Exhaust to Trimer

Midnight Shift: Attempt to make first batch (as instructed above) Monday afternoon did not go well. Night shift tried to purge extruder to restart line, but the auger set key was already sheared off. Tried pulling auger and barrel to send to maintenance, will need assistance removing auger and barrel (stuck in barrel, cannot pull out). Pulva was purged/drummed off, John Bodmann notified via email.

Day shift:

Afternoon Shift:

#2 MED line/ D-0768: Running, but we will be out of repacked Microsorb by day shift. Work notification written for maintenance assistance (screw on repack hopper will not engage). Continue hand-picking contaminated bagged material...feed calciner hopper when possible

Midnight shift: Running until out of Microsorb in powder room (see above).

Day Shift:

Afternoon Shift:

#2 RC/ D-0768: Continue feeding fresh extruded/dried material as it is available.

NOTE: per Bill Grodecki the middle screen on the screener was changed to a 6 mesh.

Midnight shift: Continue feeding.

Day shift:

Afternoon Shift:

Exhaust to TRIMER – Watch suction at calciner, starting to drop a little

#3 MED line / D-1794 NAQ: Stopped middle of midnight shift early Monday morning due to numerous bad powder leaks (end seals, transition sock, slide gate over mixer). Work notifications written for all three, and afternoon GL Lucas advised we are now OK to start line. Scheduled to restart Tuesday day shift. The last tentative batch will be #2793 – this should take us to Wednesday. Also, we are using Lots P540 and P541 milled recycle – both are good to use. Lots P542 and P543 need analysis before using. Midnight shift: Feeding bags to calciner...will restart line Tuesday day shift.

Day shift:

Afternoon Shift:

#3 RC / D-1794 NAQ: Continue on.

Exhaust to TRIMER – Watch suction at calciner, starting to drop a little

Midnight shift: Continue on

Day shift:

Afternoon Shift:

Abbe Blender / D-5206: All available 5202 consumed...more coming Tuesday.

Midnight shift: Waiting for 5202 to deliver

Day shift:

Afternoon Shift:

National Dryer / 5206 : Continue to feed as batches come from the Abbe.

Midnight shift: Waiting for 5202 to deliver

Day shift:

Afternoon Shift:

#4 RC / D-5206: Calciner down for maintenance work this week

Exhaust to 4 DC

Midnight shift: Down (see above)

Day shift:

Afternoon Shift:

HC-11 Tanks / Cu 5020: 4 tank pump replaced, but belts were smoking on night shift. Work notification written to have maintenance inspect and tighten belts as needed...air pump may be used as back-up until electric pump checked and OK. There is a pallet of Britesorb samples that were returned to the department (HC-11). At least one box contains 1 gallon (4 lb) pails. Per Noemi Trent, please add one of these to each strike batch in 4 tank.

Midnight shift:

Day shift:

Afternoon Shift:

PK Blender / 4011: Started up, but had trouble with lid sealing. Work notification written for maintenance to inspect and make necessary repairs to lid....repairs were performed on Monday.

Midnight shift: Continue on.

Day shift:

Afternoon Shift:

#5 RC / 4011 next: Down until we can divert to Trimer. Dust collector has a new Hepa filter installed.

Exhaust to Trimer

Midnight shift: Hold

Day shift:

Afternoon Shift:

New Pfaudler / BE-0101: Need to use RO unit for batches...DI unit tanks are empty. Will need to go back to making 2 batches a shift, one shift a day when we get both kilns running.

Midnight shift: Batch made on midnight...will need another by morning.

Day shift:

Afternoon Shift:

Old Pfaudler D-0756: Continue on...NOTE that 3 of the “double batch” bags have been made and buggies 6, 7 and 8 are loaded and in HC-11. These will be fed under John Bodmann’s watch on Tuesday. Need to use RO unit for batches.

Midnight shift: Continue on. Whenever the last regular buggy fed on 11-7 shift, be sure to purge calciner so that the 3 buggies listed above can be fed separately under John Bodmann’s watch on Tuesday.

Day shift:

Afternoon Shift:

#6 - RC / D-0756: Continue to feed calciner and watch the feed rate. NOTE that 3 of the “double batch” bags have been made and buggies 6, 7 and 8 are loaded and in HC-11. These will be fed under John Bodmann’s watch on Tuesday. Need to use RO unit for batches. MAKE SURE THAT WE TAPE SHUT THE SAMPLE JARS. Maintain 250 lbs/hr.

Exhaust to Sly Scrubber

Midnight shift: Continue on. Whenever the last regular buggy is fed during 11-7 shift, be sure to purge calciner so that the 3 buggies listed above can be fed separately under John Bodmann’s watch on Tuesday.

Day Shift:

Afternoon Shift:

Tower 3 / Cu-0860: Running.Coming down late on Tuesday.

Tower 6 / Cu-0860: Continue on.

Midnight shift: Continue on

Day Shift:

Afternoon shift:

Harrop Kiln - Al-3921 T 3/16”: Down...saggers will need to be changed to half saggers in the near future for next product.

Midnight shift: Down

Day shift:

Afternoon Shift:

North Screener / Cu-0860: Continue/ Alcohol pump was replaced.

Midnight shift: Continue...~13 totes to screen

Day shift:

Afternoon Shift:

South Screener / Cu-0860: Continue.

Midnight shift: Continue...~13 totes to screen

Day shift:

AfternoonShift:

#2662 Pill Machine / Al-3917 3/16: Finished. Holding for decision to switch to 3915.

#2664 Pill Machine / Al-3917 3/16: Finished. Holding for decision to switch to 3915.

Midnight shift: No change

Day shift: No change.

Afternoon Shift: No Change.

Tunnel Kiln #2 / BE-0101: Continue loading/unloading. ..1 scoop per sagger-12 pounds.

Midnight shift: Continue to load/unload

Day shift: Continue to load/unload.

Afternoon Shift: Continue to load/unload

Tunnel Kiln #4 / BE-0101: Continue loading/unloading. ..1 scoop per sagger-12 pounds.

Midnight shift: Continue to load/unload. Work notification for maintenance to inspect the DC blower motor belts...was reported to be squealing loudly after running a while.

Day shift: Continue to load/unload.

Afternoon Shift: Continue to load /unload.